

## § 93.97

### § 93.97 Operations in the SFRA.

Notwithstanding the provisions of § 91.131(a) of this chapter, an air traffic control authorization is not required in the Los Angeles Special Flight Rules Area for operations in compliance with § 93.95. All other provisions of § 91.131 of this chapter apply to operations in the Los Angeles Special Flight Rules Area.

### Subpart H—Mandatory Use of the New York North Shore Helicopter Route

SOURCE: Doc. No. FAA-2010-0302, 77 FR 39921, July 6, 2012, unless otherwise noted.

EFFECTIVE DATE NOTE: By Doc. No. FAA-2010-0302, 77 FR 39921, July 6, 2012, subpart H was added, effective Aug. 6, 2012 through Aug. 6, 2014.

#### § 93.101 Applicability.

This subpart prescribes a special air traffic rule for civil helicopters operating VFR along the North Shore, Long Island, New York, between August 6, 2012 and August 6, 2014.

#### § 93.103 Helicopter operations.

(a) Unless otherwise authorized, each person piloting a helicopter along Long Island, New York's northern shoreline between the VPLYD waypoint and Orient Point, shall utilize the North Shore Helicopter route and altitude, as published.

(b) Pilots may deviate from the route and altitude requirements of paragraph (a) of this section when necessary for safety, weather conditions or transitioning to or from a destination or point of landing.

### Subpart I [Reserved]

### Subpart J—Lorain County Regional Airport Traffic Rule

#### § 93.117 Applicability.

This subpart prescribes a special air traffic rule for aircraft operating at the Lorain County Regional Airport, Lorain County, Ohio.

[Doc. No. FAA-2002-13235, 68 FR 9795, Feb. 28, 2003]

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### § 93.119 Aircraft operations.

Each person piloting an airplane landing at the Lorain County Regional Airport shall enter the traffic pattern north of the airport and shall execute a right traffic pattern for a landing to the southwest or a left traffic pattern for a landing to the northeast. Each person taking off from the airport shall execute a departure turn to the north as soon as practicable after takeoff.

[Doc. No. 8669, 33 FR 11749, Aug. 20, 1968]

### Subpart K—High Density Traffic Airports

#### § 93.121 Applicability.

This subpart designates high density traffic airports and prescribes air traffic rules for operating aircraft, other than helicopters, to or from those airports.

[Doc. No. 9974, 35 FR 16592, Oct. 24, 1970, as amended by Amdt. 93-27, 38 FR 29464, Oct. 25, 1973]

#### § 93.123 High density traffic airports.

(a) Each of the following airports is designated as a high density traffic airport and, except as provided in § 93.129 and paragraph (b) of this section, or unless otherwise authorized by ATC, is limited to the hourly number of allocated IFR operations (takeoffs and landings) that may be reserved for the specified classes of users for that airport:

#### IFR OPERATIONS PER HOUR

Class of user	AIRPORT			
	LaGuardia <sup>4</sup> , 5	Newark	O'Hare <sup>2</sup> , 3, 5	Ronald Reagan Na- tional <sup>1</sup>
Air carriers ..	48	40	120	37
Commuters	14	10	25	11
Other .....	6	10	10	12

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	Air carriers	Commuters	Other
1500 .....	69	15	2
1600 .....	74	12	2
1700 .....	80	13	0
1800 .....	75	10	2
1900 .....	63	12	2

<sup>1</sup>Washington National Airport operations are subject to modifications per Section 93.124.